

Ensuring Sites Guides Consistency

version 2Mar2018@1728

Introduction

Having many sites officers has produced inconsistent hazard reporting across the guides. The committee agreed that consistency was desirable and that the sites officers should report any 'greater than normal' hazard.

For a memory jogging checklist of 'things to consider' [click here](#).

Be guided by the following for key hazards, as agreed by the CSC committee...

Power lines/suspended cables

As a minimum map those that are in, or bordering, the landing fields and any in the fields immediately adjacent to the landing fields. Also map any that are a threat at take offs or might be encountered during normal ridge soaring. Ian Henderson will colour code lines on pylons red and on wooden poles brown.

Rotors

If the sites officer feels a rotor presents a greater than normal hazard it should be mentioned and shown on the map with words. This should ensure clarity about which features generate the rotors without trying to define the extent of the rotor. The committee decided to leave windy gaps at Blease and Whitestones marked as they are now.

Sea breeze

As a minimum it must be mentioned at sites where it makes flying more dangerous and where it makes the site unflyable (to help a late arrival decide on which site to go to). The direction it usually comes from should be included and a rough idea given as to how early it can arrive.

XC potential

Only a rough idea about XC potential should be given. We don't want to encourage XC flight from within the sites guides. Describing specific routes should be avoided. It's planned to link to XC info outside of the sites guides.

Sites guides update frequency

Please record the date when the guide was last known to be accurate in the sites guide text field called 'Date of last review'. Then it's easy to see if a site has not been checked for many years. Ideally site details would be checked annually. Power lines move and trees grow.